

# Virginia AVIATION



Published by THE Virginia Department of Aviation

Mar / apr 2004

## Bringing a lengthy career in for landing

*After decades working on the state's airports, aviation official sets course for retirement*

Growing up in rural Virginia, Jim Bland never thought much about flying.

His father, a Methodist pastor, "was not one to focus too much on aviation," Bland recalled. "So I really wasn't exposed to it that much as a child."

Brought up as a preacher's kid in the late 1940s and 1950s in Tappahannock and Wakefield, Bland grew to love the outdoors as his father took him hunting and fishing. And he acquired a unique skill that served him well as an adult when he became one of Virginia's best-known aviation officials.

"I'm very good at names because when you come to town, you don't know anybody, but everybody knows you - you're the preacher's kid," said Bland, 60.

After more than 30 years with the state, Bland is retired as manager of the airport services division of the Virginia Department of Aviation. He takes with him a wealth of experience in the design, planning and modernization of scores of airports across the state.

While political appointees have come and gone, Bland helped keep Virginia's airport planning on a steady course using his down-to-earth manners and his engineering skills.

"He has to be one the most knowledgeable individuals as far as aviation in the Commonwealth," said Pete Ramsey of Lynchburg, former chairman of the state Aviation

Board.

When Bland retired March 1, Ramsey said, "it's going to be a tough loss just because of his institutional knowledge."

Ken Scott, executive director of (see **BLAND** cont on pg. 3)



**Jim and Wayne Shank share a laugh during the retirement party.**

## Virginia Aviation Safety Week held recently

Virginia Aviation Safety Week was held April 5-8. **Greg Feith - Former NTSB investigator** was the keynote speaker during the four-day event. Mr. Feith has served as Investigator-in-Charge of a number of high profile accidents including: ValuJet DC-9 in-flight fire at the Florida Everglades, 1996; American Eagle ATR 72 in-flight icing accident at Roselawn, Indiana, 1994; USAir DC-9 windshear accident at Charlotte, 1994; Korean Air 747-300 controlled flight into terrain at Guam, 1997; American Airlines MD-83 runway overrun at Little Rock, 1999; and

Emery Worldwide Airlines DC-8 elevator control failure at Sacramento, 2000. A big thanks goes out to **Jeanie Carter, Safety Program Administrator**, and to the many sponsors as well for a successful week.

The **sponsors** included: **EAA, Sporty's, Sierra Aviation, Dulles Aviation, New River Valley Airport, Virginia Aviation Museum, Virginia Department of Aviation, Richmond Flight Standards District Office, Charleston Flight Standards District Office, Washington/Dulles Flight Standards District Office, Aviation**

**Adventures, Hampton Roads Chapter 99's, FlightQuest, and Tidewater Soaring Society.**

The week kicked off with Wings Weekend, which was held at Suffolk Executive Airport, April 3-4. Wings Weekend is a program in which pilots are provided with the necessary Safety Seminars and Flight Instruction for their "Wings" award as part of the FAA's Pilot Proficiency Program. Sponsored by the Richmond Flight Standards District Office, in conjunction with the Virginia Department of Aviation, the program was a success.

## Memorial scholarship allows three to pursue their dreams to fly

In its third year, the Curtis E. Eads Flight Training Memorial Scholarship, will be expanded to offer three pilot candidates the chance to pursue their dreams and attend flight training school at one of the flight schools located at Hampton Roads Executive Airport. Pilots-in-training Ron VanSickle, Greg Hicks, and Richard Toby will be honored at an award ceremony to be held at the Hampton Roads Executive Airport on April 12, 2004.

"My ultimate goal is to do what I love ... which is to fly," said VanSickle, who was selected along with Hicks and Toby, each of whom will receive a \$500 scholarship to use towards flight training school.

"I was pleased to receive recommendations for three equally deserving aviation enthusiasts. I was struck by the similarities in their recommendation letters. Each was described as dedicated and enthusiastic, having had a life-long love of aviation and desire to become a pilot. It became impossible to choose between these deserving gentlemen and so this year the scholarship has been expanded to offer financial assistance to three individuals. Expanding the scholarship in this way is a fitting tribute to Curtis Eads," said Steven I. Fox,

one of the Hampton Roads Executive Airport's owners.

The annual scholarship was conceived in 2002 by Steven I. Fox and D. Andy Gibbs, owners of the Hampton Roads Executive Airport, in memory of Curtis E. Eads and in recognition of his accomplishments and contributions to the Hampton Roads Executive Airport and to the aviation industry in Hampton Roads.

Over 45 years ago, Curtis Eads and his wife Ruby started the Curtis Eads Flight School at the Hampton Roads Airport (now Hampton Roads Executive Airport) in Chesapeake, Virginia. An active pilot for over 58 years, Mr. Eads became a flight instructor in 1946 with an unknown number of logged flight hours and instruction.

Over his lifetime he received many awards such as the prestigious award Flight Instructor of the Year by the Federal Aviation Association for outstanding service in 1987 and was also inducted into the Virginia Aviation Hall of Fame at the Virginia Aviation Museum in 1996. The most widely known aviation figure in Hampton Roads, Curtis Eads, died in 2001, but his love for aviation lives on.



## New Airport Services Manager named

The Virginia Department of Aviation (DOAV) has named Cliff Burnette as new Airport Services Division Manager. Cliff takes over the position left vacant when Jim Bland retired at the end of February.

He has been with the DOAV since 1978 and is well deserving of this new

position. Cliff has a bachelor and masters degree from Virginia Commonwealth University.

Cliff also holds his single-engine pilot license and he plans on making more frequent visits with his staff to the Commonwealth's 67 public-use airports.



## Virginia Aviation Events



**May 15, 2004 Community Day at Franklin Municipal Airport** will take place from 10:00 a.m. - 4:00 p.m. Includes Young Eagle flights, static display of aircraft, car show, food and drink, vendors, face painting clown, radio controlled aircraft, and paper airplane contest. For more information contact Jimmy Gray, Airport Manager, at (757) 562-8764.

**May 16, 2004 Third Annual Shenandoah Valley Poker Run.** Players (pilots and passengers) register, get play sheet, fly to Luray, New Market, Front Royal, Charlottesville, and/or Waynesboro in any order, draw cards, ending at Shenandoah Valley to play poker hand and win prizes. Raindate May 23. Contact: Jennifer Jager, (540) 433-3309, zerog@velocitus.net, [www.geocities.com/ea511va](http://www.geocities.com/ea511va).

**May 21-23, 2004 the 2004 AirPower Over Hampton Roads** air show will take place at Langley Air Force Base. U. S. Air Force Thunderbirds, Army Golden Knights, Glacier Girl (P-38), and much more. Visit [www.langleyafbairshow.com/](http://www.langleyafbairshow.com/) or call (757) 366-0088 for more information.

**June 6, 2004 Open House and Fly-In** at New London Airport from 8:00 a.m. - 5:00 p.m. All day family event. Children's "bomb" drop contest, air rides, breakfast and lunch, antique cars. For more information contact David Miller at (540) 586-5155.

**June 12-13, 2004 Southside Skyfest** will be held at Danville Regional Airport. Skyfest includes an air show and car show. For more information contact Marc Adelman at (434) 799-5110 or visit [www.ci.danville.va.us/trans/airport/index.htm](http://www.ci.danville.va.us/trans/airport/index.htm).

**June 12-13, 2004 Annual Flag Day Fly-In at Suffolk Municipal Airport.** Includes static display aircraft, fuel discounts for fly-in aircraft, and delicious food available from the Throttleback Cafe. For more information contact Kent Marshall at (757) 923-2487.

Submit upcoming event information to :  
Newsletter Editor 5702 Gulfstream Rd  
Richmond, VA 23250-2422  
(804) 236-3631 fax (804) 236-3635  
e-mail: [seth.dye@doav.virginia.gov](mailto:seth.dye@doav.virginia.gov)

(BLAND cont from pg. 1)

Norfolk International Airport, said Bland has always shown him "the highest level of professionalism and courtesy."

Bland coordinated construction and expansion projects that require state funding at Virginia's 67 commercial and general-aviation airports. He had the sometimes delicate job of helping decide which projects deserve state dol-



Jim Bland and former DOAV Director Major Ken Rowe.

lars.

"He's not always going to agree with you," Scott said, "but he shouldn't."

State aviation director Charles Macfarlane said, "Jim is in large part responsible for the current excellent condition of Virginia's airport system. He knows the history of each individual airport."

Looking back, Bland views his life's work as integral to the state's economic growth, especially in rural areas where airports brought in corporate executives that otherwise might have skipped over the landscape. Quoting a former boss, he said: "A mile of highway will take you a mile. A mile of runway will take you anywhere in the world."

But when Bland started with the department in the late 1960s, Virginia was just starting to spread its aviation wings. He said he was the first engineer the department hired.

At that time, aviation was a small branch of the State Corporation Commission, charged with handling pilot and airport licenses.

"Life was pretty simple then,"

Bland said.

When localities proposed construction plans, Bland set out to interview airport managers about the size and scope of their projects. It was not an exact science.

"I'd say, 'How many planes did you have last year?'"

"They'd say, 'I guess I'll have 5,000 more next year.'"

As Virginia's suburbs sprawled in the 1970s, Bland worked to get more exact counts of airplane use, especially at smaller, general-aviation airports. This allowed him to provide better engineering advice, which in turn helped the state Aviation Board decide how to divvy up funds.

The number of airports in Virginia has declined in the past 30 years, from more than 90 to 67 that are licensed today.

"Some of these airports have been closed as a result of urbanization," he said. The land often became too valuable to limit to airport use. Housing projects and shopping centers took their place.

The time to develop new airports grew - from about five years from drawing board to completion to more than 25 years. It takes that long, Bland said, to complete all the required paperwork, environmental studies and public hearings.

Yet that is not necessarily a bad thing, Bland said. "When you have a facility constructed, you have pretty

much have addressed all of the issues."

The air-services chief often is asked to address county supervisors mulling over building plans. In his trademark white Stetson hat and cowboy boots, Bland exudes old-fashioned manners and a sunny disposition.

"He's humble, and deals with everyone with respect," Macfarlane said.

For his part, Bland said, "I tend to try to be a peacemaker rather than someone who tries to polarize people. I've learned over the years that you get a lot further trying to build bridges rather than tearing them down."

Last year, he survived a bout with cancer. It made him reflect on his life and the advantages of his small-town upbringing.

"When you confront your own mortality, you think where you want to go from that point on," he said. "I was very fortunate to have a father who had time to be with me."

Now, he said, "I'm going to make sure my grandchildren get that opportunity."

He plans to keep his hand in aviation, probably as an engineering consultant. Someday he may even learn to fly. Despite all the airports he has built, he has never taken the time to get his pilot's license.

Still, he sometimes would sit in the right seat of the cockpit, taking controls of a plane in flight.

"Oh, yeah," he said with a twinkle in his eye, "I know the basics."

Copyright Richmond Times-Dispatch, used with permission



One of the many gifts Jim received was a new guitar from Cheri Haynes. The retirement party, held in Richmond, was attended by approximately 150 people.

# A busy season at the Culpeper Regional Airport

By Tanya Woodward, CJR

In September, we all felt the wrath of Hurricane Isabel. In the days before Isabel, we were busy here at the Airport securing everything from doors to planes. With the help of Cintas of Culpeper, we were able to put all of our tied-down based aircraft in hangars to be out of the wind and weather for Isabel. We were extremely lucky in that we suffered no substantial damage during this time. A big THANK YOU goes out to my staff that worked very hard during the time of need and Cintas for allowing us to use their hangar.

On October 7, 2003 the Airport hosted the Virginia Airport Operator's Council (VAOC) of which I am a member. It was a nice day and we held the meeting in our corporate hangar. The council consists of operators of airports all over the Commonwealth of Virginia that get together and discuss issues pertinent to the aviation community. Such issues discussed at the meeting included; airport security, legal issues and funding of projects. Charles Macfarlane, director of the Virginia Department of Aviation (DOAV), was on hand to update the council on State funding issues. It was a pleasure for me to show other airport operators our general aviation airport and to have them see our expanding operations. I hope we can host the VAOC again in the future.

Last Fall the Old Dominion Chapter of the 99s, an organization made up of women pilots, painted a 40', 12 point Compass Rose on the taxiway. The compass rose has appeared on charts since their conception in the 1300's and is used to indicate the direction of the winds. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower. The compass rose painted at the airport (as seen in the picture) is large enough for a plane to taxi onto and check the com-

pass located in the plane for accuracy. If the compass is off, then an aircraft mechanic must re-align the compass. The compass rose was painted using points set on the field and certified by Tony Cox, an engineer formally with Campbell & Paris Engineers, now with



the DOAV. Charlene Haskell, Treasurer and Air marking Chair, along with Yvonne Egge, a member of the 99s and based pilot here at Culpeper, spent two long days laying out the rose and two days painting. They had help from a number of based pilots and other 99 members and we were delighted with the outcome. This group of astonishing ladies has forever left their mark on our airport and we thank them immensely.

Also last fall, Mike Dale and Frank Bossio held a Young Eagles event at the Airport. Six pilots volunteered to take students on a flight to help the Young Eagles reach their goal of flying 1 million kids by the anniversary of 100 Years of Flight on December 17, 2003. Twenty-eight kids were flown on this day. The Young Eagles program encourages kids that are interested in aviation by giving them a free ride to see if

they like flying. The kids really seem to enjoy the adventure. By the third week in November, a 15-year-old student from Illinois was registered as the Young Eagle No. 1,000,000. They reached their goal! This student flew at the 100 Years of Flight celebration in Kitty Hawk on December 17, 2003 with none other than General Chuck Yeager, the first person to fly faster than the speed of sound and Chairman of the Young Eagles Program since 1994. This flight will formally recognize the 1 million Young Eagles and all the volunteer pilots who participated in the program. Culpeper pilots are honored to have helped make this momen-

tous occasion.

We are well into 2004 and I hope everyone had a GREAT New Year. It is hard to believe where the time goes. In January of every year, the Airport Advisory Committee elects a new Chair-



man and Vice-Chairman for that year. For 2004 the Airport Advisory Committee Chairman is Tony Dias and Vice Chairman is Mike Dale. Mr. Dias is an active supporter of the Civil Air Patrol, which is based at the Airport and is also the Treasurer with the Culpeper Aero Squadron, a Culpeper Airport Pilot Group. Mr. Dale is the Director of the EAA (Experimental Aircraft Association), President of the RAF (Royal Air (see [CULPEPER](#) cont on pg. 5)

(CULPEPER cont from pg. 4)

Force) Museum Foundation in North America (see more below), President of the Jaguar Heritage Corporation, and an avid model airplane enthusiast to name just a few of his endeavors. Mr. Dale was also instrumental in raising the funds to build the 1903 Wright Flyer replica for the 2003 First Flight. Both gentlemen have been on the committee for a number of years, have based aircraft here at the airport and have the knowledge and abilities to carry us through 2004. The Airport Advisory Committee meets on the second Wednesday of each month at the Airport and the public is welcome and encouraged to attend these meetings. The other members of the committee are; Tim McWilliams, Jerry Landon, Bob Yeaman, Earl Long, Bill Chase (Board of Supervisor representative) and Steve Nixon (Board of Supervisor alternate rep).

In 2002, the Royal Air Force Museum (RAF Museum) asked the Culpeper Regional Airport to serve as a base for its 501c3 organization in the United States. Needless to say, we were quite honored and delighted to set the RAF Museum up with a mailing address here at the Airport, that being their only request; a mailbox was posted beside the Airport's. In setting up the organization in the United States, it will allow U.S. citizens to contribute to the RAF Museum for projects aimed at preserving the history of Anglo American military aerial cooperation as expressed by the Museum Director General, Michael Fopp. For an integral part of history, the two nations have faced many battles together and fought side by side in times of need. The RAF Museum strives to memorialize this comradery. Mike Dale, a resident of Culpeper County, a member of the Culpeper Regional Airport Advisory Committee and based pilot of the Airport, serves as President of the



## Virginia Aviation Board allocates funds to Commonwealth's airports

At its bimonthly meeting held in Richmond, the Virginia Aviation Board (VAB) approved tentative allocations for 10 of the Commonwealth's airports from the Commonwealth Airport Fund, totaling \$677,722. **Receiving one of the largest allocations was Shenandoah Valley Regional Airport, in the amount of \$200,000 for T-Hangar Rehab. (design).** Other airports receiving allocations from the VAB were:

- **Luray Caverns Airport** in the amount of \$16,901 for Apron Expansion – Phase 2 (construction);
- **Orange County Airport** was awarded \$60,631 for Parallel T/W & Perimeter Fencing – Phase 1 (construction);
- **Stafford Regional Airport** was allocated \$20,704 for Erosion and Sediment Control Repairs – Phase 2 (design/construction);
- **Middle Peninsula Regional Airport** was awarded \$86,666 for Storm Water Pollution Prevention Plan (SWPPP) & Spill Prevention Control & Countermeasure Plan (SPCC), T-Hangar Taxiway (design), Fueling Sys-

tem (design) and Taxiway and Infield Sinkhole Repairs;

- **New Kent County Airport** was allocated \$8,820 for Aviation Weather Reporting System (design/construction);
- **Tappahannock-Essex County Airport** in the amount of \$64,000 for Access Road (design);
- **William M. Tuck Airport** was allocated \$184,000 for Clear Span Hangar (construction);
- **Chesapeake Regional Airport** was awarded \$16,000 for T-Hangar Site Preparation (design);
- **Hampton Roads Executive Airport** in the amount of \$20,000 for Terminal Building Restroom Renovation (design).

The Virginia Aviation Board has eight members representing seven regions. The Board approves funding requests brought to it by the Virginia Department of Aviation, a state agency working to support and promote commercial and private aviation interests for the Commonwealth's 67 public-use airports.

North American organization. Mr. Dale was instrumental in bringing this organization to Culpeper and we feel that it will be beneficial to all.

During all of these exciting times, Chemung Contracting has been putting down asphalt, setting culverts, hooking up runway lighting and much more while extending and rehabilitating our runway. **They started the project last year and were plagued with bad weather for many months. Since they have had some better weather, they have put the pedal to the metal and worked 7 days a week to complete the project. By the spring of 2004, we should have a full 5000' of runway with new runway lights! Thanks Chemung for all your hardwork.**



## PHF TSA Director receives W. Calvin Falwell/Major Kenneth Rowe Award for Aviation Safety

*Presented as part of Governor's 2004 Transportation Safety Awards*

Paul E. Storer has been selected to receive the 2004 Governor's Transportation Safety Award for the W. Calvin Falwell/Major Kenneth Rowe Award for Aviation Safety. As the Transportation Security Administration's Deputy Federal Security Director at Newport News-Williamsburg International Airport (NNWIA), Mr. Storer has personified the professional security and customer service the Virginia Department of Aviation (DOAV) has come to expect of the TSA. His leadership is committed to not only fulfilling the mission of the organization in alignment with that of the Department of Homeland Security, but also providing the resources and culture for all TSA employees at NNWIA with a goal of creating a model workplace. He is in charge of all NNWIA airport security (general and commercial aviation) and the passenger/baggage screening process. Paul currently possesses a security clearance at the Top Secret level through the Department of Homeland Security.

Paul, a resident of Richmond, Virginia, accepted an appointed position with TSA in July 2002. He is retired from the Federal Bureau of Investigation (FBI) as an Assistant Special Agent in Charge, Philadelphia Field Office. Mr. Storer has over 34-years of law enforcement experience to include 21-years with the FBI as a Special Agent; nine years as a police officer with the Miami-Dade County Police Department, Miami, Florida and four years with the United States Air Force. He has extensive experience in White Collar Crime investigations; International and domestic counter-terrorism investigations; Crisis and Special Events Management, such as the 1996 Olympic



Games in Atlanta, and violent crime investigations. During his FBI career he has been involved in significant criminal and counter-terrorism investigations. As a police officer, he spent a majority of his career conducting homicide and other violent crime investigations. Mr. Storer was awarded the Air Force Commendation Medal for his service while in Southeast Asia in 1967-1968. Mr. Storer has a Master of Science Degree in Human Resources/Management; Bachelor of Arts Degree in Criminal Justice/Public Administration and successfully completed the FBI's Executive Development Institute.

For all his wonderful efforts through the TSA to make Newport News-Williamsburg International Airport safe and secure, the DOAV congratulates Paul Storer, for being selected as the 2004 Governor's Transportation Safety Awards—W. Calvin Falwell/Major Kenneth Rowe Award for Aviation Safety recipient.

The Governor's Transportation Safety Awards recognize individuals and/or organizations who have made contributions to transportation safety in Virginia. The awards recognize accomplishments exemplary in the public and private sector by individuals, state and local governments, federal agencies, the military, and businesses and organizations that promote transportation safety. The awards are open to any person or organization who performs an outstanding transportation safety activity or program during the previous calendar year. This program is sponsored by the Virginia Transportation Safety Board, comprised of citizens appointed by the Governor of Virginia.

## New Compliance & Security Officer for DOAV



John R. Settle, III has been selected as the Compliance & Security Officer for the Virginia Department of Aviation. He earned a Bachelor of Business Administration degree from James Madison University and an Associate of Science degree from Chowan College. He holds various enforcement credentials with the federal government. John has over 20 years of compliance experience, 15 years as a Tax Auditor with the Virginia Department of Taxation and over 22 years of service with the U.S. Coast Guard Reserve. John (LT Settle) is currently assigned to the Intelligence Branch of the U. S. Coast Guard and is stationed in Portsmouth, Virginia.

As the Compliance & Security Officer, he will be responsible for administering Virginia's aviation laws relating to aircraft and airport ownership and licensing in Virginia. John will be charged with supervising and coordinating the aircraft and airport licensing programs, coordinating the agency's security program, managing the agency's secure internet portal, and he will serve as the Director's security liaison to the Federal Aviation Administration, (FAA), Transportation Safety Administration, (TSA), and the Department of Homeland Security, (DHS).

John is a current Board Member, and Boys Athletic Director of the Arrowhead/Point O' View Recreation Association, past President of the Chowan College Alumni Association, past member of the Membership Committee for the YMCA of South Hampton Roads. Mr. Settle is a triathlete in Tidewater Virginia, and currently pursuing his private pilots license.

John is married, the father of two boys ages 10 & 11 and he resides in Virginia Beach, Virginia.

# Manassas Regional is ready for a busy flying season

## Runway 16L/34R has been returned to service

The reconstruction of Runway 16L/34R has been substantially completed and the runway has been returned to service. Runway 16L/34R can now accommodate some of today's largest business aircraft including the Global



Express, Gulfstream V and Boeing BBJ. Although the new runway is the same length and width as the old, it does have several new features. Two new high-speed taxiway intersections have replaced the old 90° taxiway intersections.

This new taxiway geometry greatly increases the efficiency of the runway while at the same time reducing wear and tear on aircraft by allowing landing aircraft to exit the runway at a higher speed instead of having to come to a nearly complete stop due to the old exit arrangement. New blast pad overruns have been installed at each runway threshold. These 200' asphalt aprons

prevent jet blast from eroding the safety area in the vicinity of the runway threshold and provide an extra 200' of available runway in the event of an overrun.

The new grooved asphalt surface of the runway features a more uniform grade than the runway it is replacing. The runway bridge over Broad Run has been upgraded and reconditioned to support aircraft of greater weight than was previously allowed. The bridge can now support aircraft weighing more than 120,000 lbs. A new High Intensity Lighting System has been installed, along with new electrical cable and a new conduit system.

The ILS approach to Runway 16L has also been returned to service. Some work remains to be done on the project and this will necessitate occasional periods of limited runway access or outright closure. For additional information please contact Joe Lee, Airport Operations Specialist at 703-361-1882 or by e-mail at [jlee@ci.manassas.va.us](mailto:jlee@ci.manassas.va.us)

## Runway 16L RNAV (GPS) approach features LPV capability

Manassas Regional Airport is one of only a handful of airports in the country that is served by a published LPV approach. The acronym LPV means Lateral Precision with Vertical guidance and is made possible by Wide Area Augmentation System (WAAS) technology. WAAS enhances the performance of the Global Positioning System (GPS) signal to provide greatly increased positional accuracy. The RNAV (GPS) approach to Runway 16L is an LPV approach and features landing minimums only 37' higher than the airport's ILS approach.

Also, WAAS and LPV approaches do not require the airport to purchase and install expensive ground equipment...the approach data is derived from the satellite constellation and from independent ground stations. As more aircraft are upgraded to WAAS capability in the future, the accessibil-

ity of Manassas Regional Airport during unfavorable weather conditions should be greatly increased because aircraft will have an additional approach option in case the ILS approach is out of service. Please contact Joe Lee, Airport Operations, at 703-361-1882 for more information.

## Several hangar projects nearing completion

The Capital Avionics 16,000-square-foot hangar facility is nearing completion. The facility features 11,520-square-foot of office space. Capital Avionics is a successful avionics repair and sales facility that has been at Manassas Regional Airport for over ten years.

AeroSolutions is also nearing completion on its 10,000-square-foot hangar facility. AeroSolutions will utilize the facility's 2,000-square-foot of office space to manage its aircraft brokerage and management business that specializes in small to medium size turbine aircraft. AeroSolutions comes to Manassas Regional Airport from the Maryland area.

Flightworks, an aircraft charter company, is preparing to break ground on a 30,000-square-foot facility later this spring. The facility also features 11,169-square-foot of office space. Flightworks targets the business charter market and may eventually operate more than ten medium size jets at Manassas Regional Airport.

Optical Air Data Systems is planning to build a 12,000-square-foot hangar facility featuring 15,900-square-foot of office space. Optical Air Data Systems specializes in the design of advanced aeronautical instrumentation systems for specialized aircraft.

Several other facilities are under negotiation. The city of Manassas plans to spend \$1.3 million to develop some potential corporate pad sites. Please contact Juan E. Rivera, Airport Director for more information at 703-361-1882.

## - VIRGINIA AVIATION -

*Published bi-monthly by the  
Commonwealth of Virginia,  
Department of Aviation,  
Public Relations Division in the  
interest of and for the promotion  
of aviation.*

**CHARLES MACFARLANE**  
Director

**CHERRY EVANS**  
Manager

**SETH DYE**  
Editor

Please send material for publication to:  
Virginia Aviation Newsletter, Editor  
5702 Gulfstream Road  
Richmond, VA 23250 or e-mail to  
[seth.dye@doav.virginia.gov](mailto:seth.dye@doav.virginia.gov)

# AirTran Airways announces enhanced seasonal service between New York LaGuardia and Newport News/Williamsburg Int'l

*New daily nonstop flights to begin June 16*

AirTran Airways, a subsidiary of AirTran Holdings, Inc. (NYSE:AAI), today announced that, effective June 16, 2004, through September 7, 2004, the low-fare airline will enhance service between New York's LaGuardia International Airport and Virginia's Newport News-Williamsburg International Airport by adding a third daily nonstop flight. All flights will be operated with new Boeing 717 jet aircraft. Tickets are now available for purchase.

"We are excited to add another roundtrip to our popular New York City to Newport News-Williamsburg service, just in time for the peak travel season," said Kevin Healy, AirTran Airways vice president - planning and sales. "The summer is a great time to visit the Big Apple, or step back in time to enjoy the wonders of colonial Williamsburg."

## Service effective June 16, 2004:

### New York LaGuardia to Newport News-Williamsburg Nonstop Service

Departs	Arrives	Frequency
10:03 a.m.	11:24 a.m.	Daily
3:45 p.m.	5:08 p.m.	Daily
8:00 p.m.	9:30 p.m.	Daily(i)

### Newport News-Williamsburg to New York LaGuardia Nonstop Service

Departs	Arrives	Frequency
6:51 a.m.	7:59 a.m.	Daily
1:46 p.m.	3:05 p.m.	Daily
5:45 p.m.	7:00 p.m.	Daily(i)

(i) Denotes new service starting June 16, 2004, through September 7, 2004.

AirTran Airways is one of America's largest low-fare airlines - employing more than 5,600 professional crew members and operating 508 flights a day to 45 destinations. The airline's hub is at Hartsfield-Jackson Atlanta International Airport, the world's busiest airport by passenger volume, where it is the second largest carrier operating 188 flights per day. AirTran Airways, a subsidiary of AirTran Holdings (NYSE:AAI), is the world's largest operator of the Boeing 717 and has the youngest all-Boeing fleet of any airline. In 2004, the airline will begin taking delivery of new Boeing 737-700s. For reservations or more information, visit <http://www.airtran.com>.



If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: [www.doav.virginia.gov](http://www.doav.virginia.gov).



Commonwealth of Virginia  
Department of Aviation  
5702 Gulfstream Road  
Richmond, VA 23250-2422

Presorted  
Standard  
U.S. POSTAGE  
**PAID**  
Richmond, VA  
Permit No. 949